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TOWARDS A SAFER TOMORROW

POLICING OF SMALL HARBOURS

DIVISION: ORS: BORDER POLICING COMPONENT

#CrimeMustFall

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BACKGROUND

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The South African Police Services acknowledges its partnership role and responsibility within Government and its service and position pertaining to its security role to collectively create an environment that ensure the functioning of small harbours and the unlocking of its socio-economic potential.

We thus acknowledge and welcome the frank report, deliberations and conclusions from the oversight visits by the Portfolio Committee on Public Works to smaller harbours in the Western Cape.

SAPS VISIONARY STRATEGY

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- **NATCOM POLICING VISION**

  "Turning the creation of a safe and secure environment into a crime-free conducive climate for economic and social stability in support of a better life for all" (Vision in action)

- **THIS VISION DEPICTS:**

  'To create a safe and secure environment for all'

  NDP Vision 2030 specification

  NCPS: Collaboration, maximisation of civil society participation and link to

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SAPS VISIONARY STRATEGY CONT…

Economic growth (Grand Economic Strategy)

Country's Vision (…better life for all)

Country's Mission statement: Community Centred Governance Approach (Community Centred Policing Approach: Democratic Policing Concept)

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MANIFESTATION OF VISION SPECIFICATION

NCPS/NDP imperatives realisation

Growing economy

High moral fibre investment return and social stability

Conducive climate for citizen participation in development

Multi-disciplinary collaboration

Safer cities and safer streets

MANIFESTATION OF VISION SPECIFICATION CONT…

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White Paper on Transforming Service Delivery (1998); Definition of service delivery character and Batho Pele Principles

Customer gap analysis;

- Level of crime
- Level of client satisfaction
- Level of fear

NCPS and NDP specification requirements

Police ministry delivery agreement specification

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PORTFOLIO COMMITTEE OBSERVATIONS

- The need for security of and at the smaller harbours was highlighted based on visit from 19 -21 June 2017 in the South Coast Region ,Gordons Bay & Kalk Bay and second visit from 31 July -3 August 2017 in the West Coast Region & Hout Bay.

- The fragile and poor communities easily falls prey to the lucrative possibilities of criminal activities which base themselves in some smaller harbours that includes drugs, poaching etc.

- The presence of some foreign nationals who establish smuggle networks as well as undertones of gangster and poacher networks.

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HARBOURS INCLUDED IN THE DISCUSSION

WEST COAST VISIT	SOUTH COAST VIST
YZERFONTEIN HARBOUR –SAPS Darling	GANS BAY HARBOUR – SAPS Gans Bay
ST HELENA BAY HARBOUR – SAPS St Helena Bay	HERMANUS HARBOUR – SAPS Hermanus
SALDANHA BAY HARBOUR – SAPS Saldanha	GORDONS BAY HARBOUR – SAPS Gordons Bay
HOUT BAY -SAPS Hout Bay	KALK BAY HARBOUR – SAPS Muizenberg

54 Small Harbours & slipways in Western Cape

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COMMENTS PORTFOLIO COMMITTEE (WC)

- The close proximity of the Hangberg community to Hout Bay Harbour , its single enclosed route in and out , in itself, creates challenges to the stability of the harbour .

- It is evident that collaboration have manifested itself between local marine resource poacher syndicates and foreign nationals in direct opposition to law enforcement

- Law enforcement in some coastal towns such as Hermanus and Gans Bay due to the intertwined nature of the harbour community, local community and law enforcement community lends itself to corruption

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NATIONAL PROBLEM STATEMENT (small harbours)

- SA has a long coastal area with a distance of 2798 km, consisting of
  - 8 declared ports of entry
  - number of registered/ non registered small fishing harbours,
  - launching areas and slipways, some managed by Municipalities and others under private and traditional areas with a capacity to launch big calibre vessels

- There are no current legislation which specifically legislates the policing and security of small harbours, hence dealt on normal classical policing strategies.

PROBLEM STATEMENT CONT…

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- Small harbours are currently predominantly focussed on fishing activities w.r.t recreational, subsistence fishing and commercial fishing with trawlers.
- Governance and compliance aspects are currently related to fishing, business licenses and local by laws
- Commercial ports are declared ports of entry and attract a prescription on policing and security
- The municipalities act as the landlord on behalf of government and with the support of NDPW on a strategic infrastructure level

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PROBLEM STATEMENT CONT…

- Small harbours are not declared as ports of entry and have no defined policing and security prescription

- The recent intention of government and in specific reference to its intentions as listed out in both the NDP 2030 and outlined in Operation Phakisa places the small harbours at an equal if not elevated competing priority to that of ports of entry from a policing and security

- The strategic importance of small harbours in respect of both economic revenue, employment and job creation as well as global competiveness renders the need for small harbours to have its own dedicated policing capacity and security implementation plan accompanied by adequate legislation to police and secure small harbours

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PROBLEM STATEMENT CONT…

- The geographic and territorial location of the harbours, it's proximity to the neighbouring established ports of entry and significance to future strategic expansion and value added activities in relation to the gas and oil exploration activities for Off Port Limits services is of major importance

- The current management of slipways and boating clubs are being policed with the provisions of municipal by-laws and the marine notices of the South African Maritime Safety Authority SAMSA which is administrated via published gazettes

INTERNATIONAL NORM FOR SMALL HARBOURS

- **US COAST GUARD CONCEPT**
  - Due to the US being a Federal State most of the small harbours are privately run, the state (policing) concentrate on their territorial waters and can operate up to 45 Nautical Miles, while their International part beyond those miles become the function of their Navy
- **CANADIAN SMALL HARBOURS**
  - Wholly privatized and used for business generator as their main neighbour being the US.

INTERNATIONAL NORM FOR SMALL HARBOURS CONT…

- **EU SMALL HARBOUR ZONE**
  - **SCHENGEN** concept first port of call for the EU- separating the domestic with International and have main fixed ports as they use the rivers to link to main declared ports.

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PROPOSED POLICING AND SECURITY CONTEXT

SCENARIO ONE

- Declaration of small harbours as ports of entry for trawlers and fishing activity if International vessels are calling to port on a commercial level and the implementation of a policing and security model in accordance with ISPS code and merchant and shipping act.

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PROPOSED POLICING AND SECURITY CONTEXT CONT….

SCENARIO TWO

- Scaled down version of port security for small harbours
- Development of legislation to regulate and secure small harbours via private security under NDOT, maritime transport policy, Acts and Regulations.
- The small harbour becomes part of the local police station precinct and police it on a call out basis and as part of the CPF provisions.

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PROPOSED POLICING AND SECURITY CONTEXT CONT……

- Establish a water wing crime prevention unit to police the illegal activities strictly on the water side or

- The Border Policing Component from the nearest POE services the water side with a **tactical capability** to police the poaching and organised syndicated activities at small harbours

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PROPOSED POLICING AND SECURITY CONTEXT CONT…..

SCENARIO THREE

- Scaled down version of port security for small harbours
- Development of legislation to regulate and secure small harbours via private security under NDOT maritime transport policy
- The Border Policing implements a Coast Guard capacity within its Component to police small harbours and our territorial waters as mandated

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PROPOSED POLICING AND SECURITY CONTEXT CONT…..

SCENARIO FOUR

- Declaration of small harbour as ports of entry for trawlers and fishing activity if International vessels are calling to port and implementation of policing and security model in accordance with ISPS code and merchant and shipping act

- The saps establishes and introduces a new concept of harbour police to function on the same model of police stations with water wing, crime prevention and detective capacity as an autonomous unit under the VISPOL programme

CONCLUSION

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- The Component Organizational Development (OD) to explore the establishment of water wings that will have the necessary capacity to deal with the waterside (in the sea) with a clear strategic direction that will clearly define the difference between international part which will the preserve of Component Border Policing (as mandated) and the proposed structure at local police stations.

- In the meantime the policing of small harbours should be shared between declared ports of entry and local police stations as recommended.

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Thank you

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